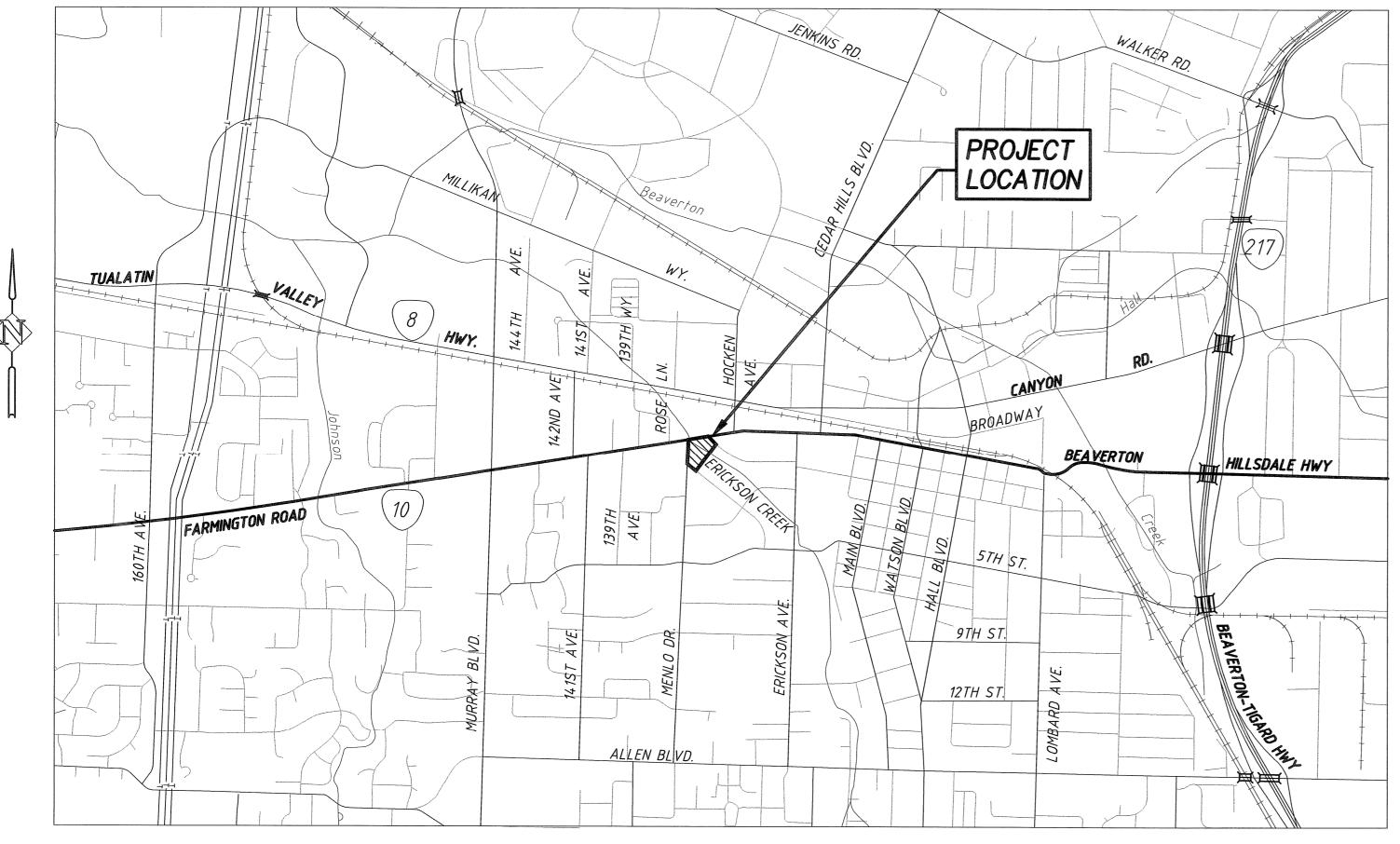
FARMINGTON STORMWATER FACILITY

BEAVERTON, OREGON



VICINITY MAP

PROPERTY OWNER / APPLICANT:

CITY OF BEAVERTON 4755 SW GRIFFITH DRIVE BEAVERTON OR 97005 CONTACT: JIM BRINK, P.E. PH: (503) 526.2450

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ENGINEER:

HARPER HOUF PETERSON RIGHELLIS INC. 205 SE SPOKANE STREET, SUITE 200 PORTLAND, OR 97202 CONTACT: BEN AUSTIN, P.E. PH: (503) 221.1131

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TOPOGRAPHIC SURVEY BY:

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CITY OF BEAVERTON GENERAL CONSTRUCTION NOTES

SECTIONS OF THE CITY OF BEAVERTON ENGINEERING DESIGN MANUAL (ORDINANCE 4417) AND CLEAN WATER SERVICES DISTRICT'S DESIGN AND CONSTRUCTION STANDARDS (RESOLUTION AND ORDER 2007-20) AND CITY OF BEAVERTON STANDARDS.

EXISTING UTILITY LOCATIONS ARE APPROXIMATE ONLY. IN ORDER TO PROTECT EXISTING UNDERGROUND UTILITIES, CONTRACTORS PERFORMING WORK SHOWN ON THESE PLANS MUST NOTIFY UTILITIES AND PUBLIC AGENCIES AT LEAST 48 BUSINESS HOURS IN ADVANCE OF, AND NO MORE THAN 10 BUSINESS DAYS BEFORE, BEGINNING EXCAVATION, IN ACCORDANCE WITH THE PROVISIONS OF OAR 952-001-0090. LIMITS OF WORK SHALL BE PRE-MARKED FOR THE UTILITY LOCATORS. POTHOLE ALL CROSSINGS AS NECESSARY TO PREVENT GRADE AND ALIGNMENT CONFLICTS. REPORT ALL CONFLICTS TO THE ENGINEER IMMEDIATELY. PROTECT EXISTING UTILITIES AT ALL TIMES DURING CONSTRUCTION. CALL THE ONE CALL UTILITY NOTIFICATION CENTER AT 503-246-6699 FOR UTILITY LOCATES. ANY DAMAGE TO EXISTING UTILITIES. WHETHER THEY'RE SHOWN ON THESE DRAWINGS OR NOT, WILL BE REPAIRED OR REPLACED AT THE CONTRACTOR'S EXPENSE. ATTENTION: OREGON LAW REQUIRES ALL EXCAVATORS TO FOLLOW RULES ADOPTED BY THE OREGON UTILITY NOTIFICATION CENTER. THOSE RULES ARE SET FORTH THE RULES BY CALLING THE CENTER. (NOTE: THE TELEPHONE NUMBER OF THE ADMINISTRATION OFFICE FOR THE OREGON UTILITY NOTIFICATION CENTER IS

THE CONTRACTOR SHALL EXERCISE ALL DUE CARE IN PROTECTING PROPERTY ALONG THE ROUTE OF THE IMPROVEMENTS. THIS PROTECTION SHALL INCLUDE, BUT NOT BE LIMITED TO, TREES, YARDS, FENCES, DRAINAGE LINES, MAIL BOXES, DRIVEWAYS SHRUBS, LAWNS, IRRIGATION SYSTEMS, WITHIN ANY RIGHTS-OF-WAYS AND EASEMENTS. IF ANY OF THE ABOVE HAVE BEEN DISTURBED, THEY SHALL BE RESTORED AS NECESSARY TO AS NEAR THEIR ORIGINAL CONDITION AS POSSIBLE OR REPLACED IN

THE CONTRACTOR SHALL PERFORM ALL THE WORK SHOWN ON THE DRAWINGS AND ALL INCIDENTAL WORK CONSIDERED NECESSARY TO COMPLETE THE PROJECT IN AN ACCEPTABLE MANNER.

THE CONTRACTOR AND/OR EACH SUB-CONTRACTOR SHALL HAVE A MINIMUM OF ONE SET OF CITY-APPROVED CONSTRUCTION PLANS ON THE JOB SITE AT ALL TIMES DURING EACH CONSTRUCTION PHASE WHILE WORK IS BEING DONE.

6. ALL MATERIAL SUPPLIERS SHALL SUBMIT TO THE ENGINEER PROOF OF MATERIAL(S) TESTED IN ACCORDANCE WITH SPECIFICATIONS. BY ACCEPTANCE OF THE CONTRACT WITH THE OWNER/DEVELOPER, THE CONTRACTOR CERTIFIES THAT ALL MATERIALS DELIVERED TO THE JOB SITE WILL MEET OR EXCEED THOSE SPECIFICATIONS ANY MATERIAL NOT CONFORMING SHALL BE REMOVED FROM THE SITE AT NO ADDITIONAL COST TO THE OWNER.

THE CONTRACTOR SHALL NOTIFY THE CITY INSPECTOR AT LEAST 48 HOURS (TWO FULL WORKING DAYS) PRIOR TO BEGINNING THE PROJECT. CONNECTIONS BETWEEN EXISTING INFRASTRUCTURE AND NEW WORK SHALL NOT BE MADE UNTIL NECESSARY INSPECTIONS AND TESTS HAVE BEEN COMPLETED ON THE NEW WORK AND IT IS FOUND TO CONFORM IN ALL RESPECTS TO THE REQUIREMENTS OF THE PLANS AND SPECIFICATIONS.

STREETS AND STRUCTURAL FILLS:

ALL TREES. BRUSH AND DEBRIS WITHIN THE LIMITS OF THE RIGHT—OF—WAY AND ON THE AREAS TO BE FILLED SHALL BE REMOVED AND DISPOSED OF BY THE CONTRACTOR UNLESS OTHERWISE NOTED ON THE PLANS OR FLAGGED IN THE FIELD.

ALL AREAS OF CONSTRUCTION SHALL BE STRIPPED. STRIPPING SHALL CONSIST OF REMOVING THE TOPSOIL HUMUS. STRIPPING MATERIALS SHALL BE PLACED OR STOCKPILED BY THE CONTRACTOR ON SITE AS SHOWN ON THE PLANS AND PER INSTRUCTION BY THE INSPECTOR. OR HAULED OFF SITE TO AN APPROVED LOCATION.

3. EMBANKMENTS AND STRUCTURAL FILLS FOR ROADWAY CONSTRUCTION OR FILLS TO BE CONSTRUCTED ON BUILDABLE AREAS SHALL BE CONSTRUCTED FROM EXCAVATED MATERIALS ACCEPTABLE TO THE SOILS ENGINEER AND SHALL BE BROUGHT TO GRADE IN LIFTS NOT TO EXCEED 8" LOOSE MEASURE. EACH LIFT SHALL BE COMPACTED TO 95 PERCENT OF MAXIMUM DENSITY AS OBTAINED BY AASHTO T-99 COMPACTION TEST. COMBINATION TEST RESULTS SHALL BE SUBMITTED TO THE CITY INSPECTOR.

4. FILLS SHALL NOT BE CONSTRUCTED ON NATURAL SLOPES STEEPER THAN 2 HORIZONTAL TO 1 VERTICAL. ALL FILL SLOPES SHALL NOT EXCEED 2 HORIZONTAL TO 1 VERTICAL. NO ROCK OR SIMILAR IRREDUCIBLE MATERIAL WITH A MINIMUM DIMENSION GREATER THAN 12 INCHES SHALL BE BURIED OR PLACED IN THE FILLS.

5. IF SPRINGS OR GROUND WATER ARE ENCOUNTERED DURING CONSTRUCTION, THE CONTRACTOR SHALL ADVISE THE SOILS AND CIVIL ENGINEERS OF THE CONDITION FOUND AND COORDINATE ACTIVITIES IN A MANNER THAT WILL ALLOW THE ENGINEER(S) TIME TO REVIEW THE SITUATION AND PREPARE A PLAN TO PROPERLY DISPOSE OF THE WATER ENCOUNTERED FOR CITY APPROVAL AND PER CLEAN WATER SERVICES REQUIREMENTS.

6. ROCK BASE, ASPHALTIC CONCRETE PAVEMENT, CONCRETE PAVEMENT CURB AND SIDEWALK CONSTRUCTION SHALL BE AS SHOWN ON THE TYPICAL SECTIONS AND DETAIL SHEET AND IN ACCORDANCE WITH THE ABOVE REFERENCED SPECIFICATIONS.

7. THE CONTRACTOR SHALL CLEAN ALL SPILLED DIRT, GRAVEL OR OTHER FOREIGN MATERIAL CAUSED BY THE CONSTRUCTION OPERATIONS FROM ALL STREETS AND ROADS AT THE CONCLUSION OF EACH DAY OR OPERATION. CLEANING SHALL BE BY GRADER AND FRONT-END LOADER, SUPPLEMENTED BY POWER BRUSHING AND HAND LABOR UNLESS OTHERWISE APPROVED BY THE CITY. THE CONTRACTOR SHALL FOLLOW CITY AND CWS EROSION CONTROL PROCEDURES.

8. AS SOON AS PRACTICAL AFTER COMPLETION OF ALL PAVING AND GRAVEL SHOULDER RESURFACING, THE CONTRACTOR SHALL REMOVE ALL DIRT, MUD, ROCK GRAVEL AND OTHER FOREIGN MATERIAL FROM THE PAVED SURFACE AND STORM DRAINAGE SYSTEM.

ALL STORM SEWER CONSTRUCTION AND ALL MATERIALS SHALL CONFORM TO THE APPLICABLE SECTIONS OF THE CITY ENGINEERING DESIGN MANUAL & CWS DESIGN AND CONSTRUCTION STANDARDS

STORM SEWER PIPE SHALL BE OF THE SIZE AND TYPE NOTED ON THE PLANS. CONCRETE REINFORCED PIPE SHALL BE BELL & SPIGOT PIPE AND SHALL CONFORM TO ASTM C76-CL 4 (UNLESS OTHERWISE SHOWN). CATCH BASINS AND CURB INLETS SHALL BE THE TYPE SHOWN ON THE DETAIL SHEET.

INSTALLATION OF THE STORM SEWER SHALL BE PERFORMED ACCORDING TO THE STANDARD PRACTICE. PIPE LINES SHALL BE LAID ON A STRAIGHT ALIGNMENT AND UNIFORM GRADE BETWEEN STRUCTURES. PIPE BEDDING SHALL BE PLACED TO FORM A CONTINUOUS AND UNIFORM BEARING SUPPORT FOR THE PIPE AT EVERY POINT BETWEEN JOINTS; PIPE ZONE MATERIAL SHALL BE FIRST PLACED UP TO THE SPRING LINE OF THE PIPE AND MATERIAL UNIFORMLY COMPACTED BY HAND TO INSURE PROPER SUPPORT WITHIN THE PIPE HAUNCHES. ALL BACKFILL IN PUBLIC RIGHT OF WAY AND OTHER TRAFFIC AREAS SHALL BE 3/4"-0" COMPACTED CRUSHED ROCK. COMPACTED TO 95% PERCENT OF MAXIMUM DENSITY AS OBTAINED BY AASHTO T-99 COMPACTION TEST.

4. PRIOR TO ACCEPTANCE, ALL PUBLIC STORM SEWER SHALL BE THOROUGHLY CLEANED AND, AS APPROPRIATE, MANDRELLED AND TV-SCANNED IN ACCORDANCE WITH THE CITY OF BEAVERTON'S REQUIREMENTS FOR SUCH TESTS.

TRAFFIC CONTROL TO BE PERFORMED IN ACCORDANCE WITH THE MANUAL FOR UNIFORM TRAFFIC CONTROL DEVICES AND OREGON AMENDMENTS AS REQUIRED. THE CITY CAN REQUIRE ADDITIONAL TRAFFIC CONTROL MEASURES AS NEEDED TO PROVIDE FOR PUBLIC SAFETY.

2. ON RESIDENTIAL LOCAL STREETS, THE CONTRACTOR SHALL BE RESPONSIBLE TO PROVIDE ALL REQUIRED TRAFFIC CONTROL WHEN WORK IS BEING DONE IN THE RIGHT OF

ALL EXISTING STREETS WITH A GREATER CLASSIFICATION THAN A RESIDENTIAL LOCAL STREET SHALL REQUIRE A TRAFFIC CONTROL PLAN PREPARED BY A PROFESSIONAL ENGINEER FOR BOTH CONSTRUCTION OPERATIONS AND AFTER-HOUR

4. ALL TRAFFIC CONTROL MEASURES NEED TO BE SUBMITTED TO THE CITY OF BEAVERTON FOR REVIEW PRIOR TO CONSTRUCTION.

APPROVALS AND MODIFICATIONS:

ANY REVISION TO APPROVED PLANS MUST BE UNDER THE DIRECTION OF THE ENGINEER OF RECORD (OR COORDINATING DESIGN PROFESSIONAL). IT SHALL BE AT THE DISCRETION OF THE CITY'S PROJECT INSPECTOR AS TO WHETHER THE REVISION IS SIGNIFICANT ENOUGH TO WARRANT REVIEW BY THE CITY ENGINEERING PLAN REVIEW STAFF. IF SO, THE ENGINEER SHALL SUBMIT FIVE (5) COPIES OF THE PROPOSED REVISION; NO WORK AFFECTED BY THE REVISION SHALL BE DONE UNTIL APPROVED BY THE CITY SITE DEVELOPMENT ENGINEER. THE CITY INSPECTOR AND THE ENGINEER OF RECORD MUST APPROVE ALL OTHER CHANGES PRIOR TO IMPLEMENTATION OF THE CHANGE. UPDATED 9/1/07

TREE PROTECTION NOTES AS PER THE CITY OF BEAVERTON CONDITIONS OF APPROVAL:

1. STORAGE OF MATERIALS. EQUIPMENT OR VEHICLE MANEUVERING IS NOT ALLOWED IN TREE PROTECTION ZONE.

2. GRADING OR TRENCHING IN THE TREE PROTECTION ZONE SHALL BE COMPLETED IN THE PRESENCE OF A TREE ARBORIST

BENCHMARK

PER WAYNE R. DONOVAN AT OBEC CONSULTING ENGINEERS ON APRIL 21, 2009, THE BENCHMARK FOR THIS PROJECT IS CITY OF BEAVERTON BENCHMARK "CHB 1990". HHPR TIED INTO CONTROL POINTS 120, 130, 140, AND 170 SET BY OBEC, WHICH WERE BASED UPON SAID BENCHMARK. THE BENCHMARK IS A 3" BRASS DISK IN CONCRETE IN A MONUMENT BOX IN THE ASPHALT SIDEWALK ON THE EAST SIDE OF CEDAR HILLS BLVD 0.55 FEET BELOW THE SURFACE OF THE ASPHALT. FROM THE STATION. THE CENTERLINE OF THE SOUTHERN PACIFIC RAILROAD TRACK IS NORTH 8 FEET AND THE EASTERLY FACE OF CURB OF CEDAR HILLS BLVD. IS WEST 3 FEET.

ELEVATION - 193.988' US.FT. ELEVATION DATUM - NGVD 29

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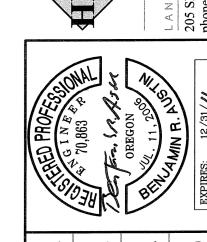
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